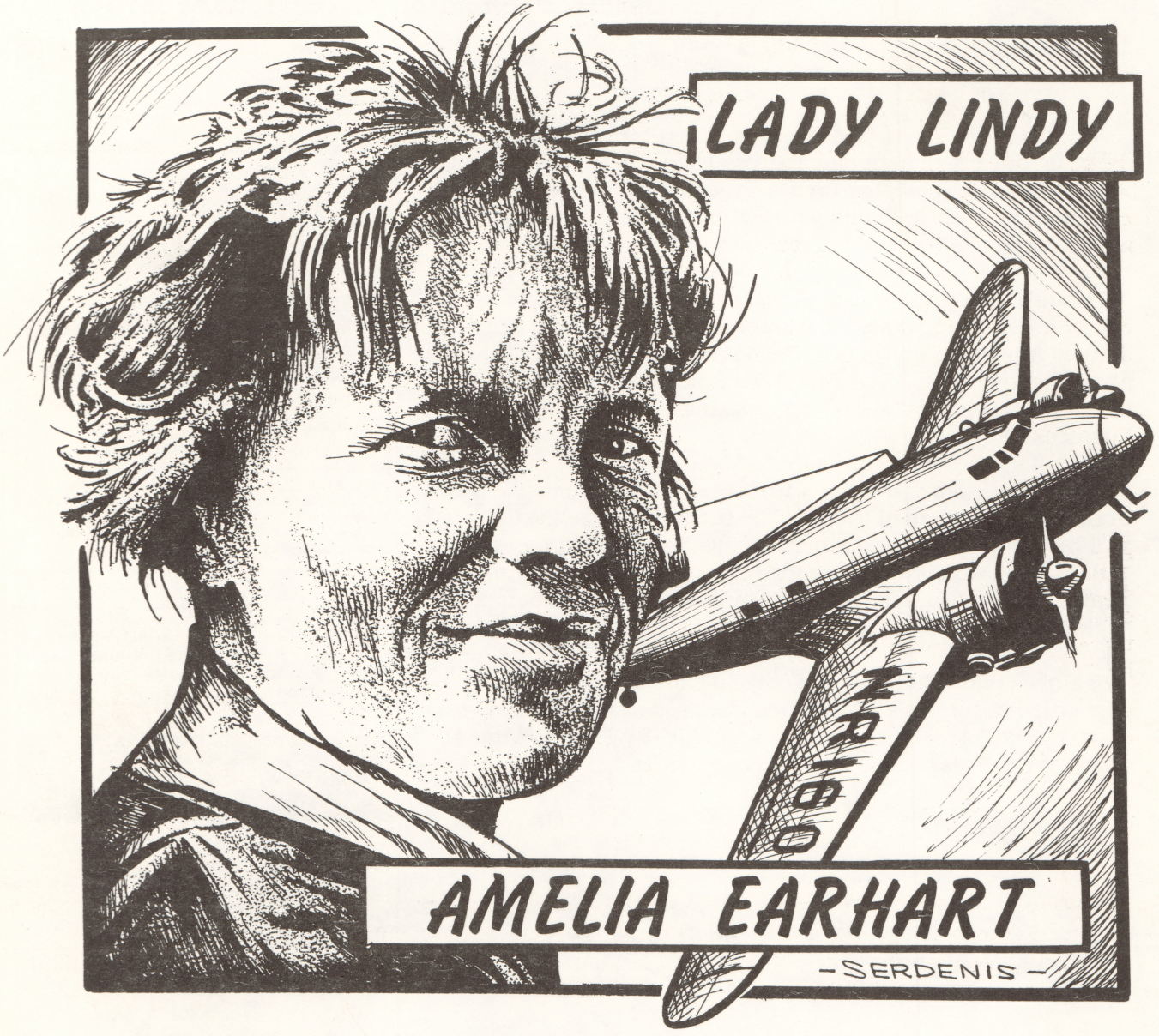
JANUARY-FEBRUARY 1990
VOLUME 9 NUMBER 1

Yankee WINGS

THE MAGAZINE OF THE YANKEE AIR FORCE



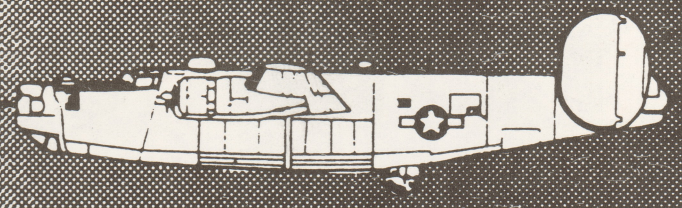
YANKEE AIR FORCE

Also in this issue...

- **Year End Reports**
- **The First Lady of Flight - Jacqueline Cochran**

...and more!

Yankee WINGS



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INSIDE YANKEE WINGS

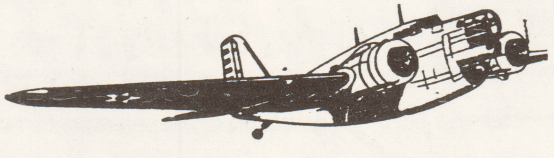
The main theme of this issue is the 1989 year-end reports detailing our organization's progress last year and its plans for 1990. Such a topic requires a greater-than-usual degree of coordination, but it seems worthwhile, judging from the comments we've received.

I would call attention to the Treasurer's Report, for the various exhibits display a mass of numbers describing our financial status. A related subject is in the box on page 16, titled "Bills We Are Obligated to Pay". It's a vivid example of the fact that the YAF is no flying club or social organization, but a very complex business.

There are some articles with an aviation interest. **Jack Stankrauff** has turned in a good feature on Jacqueline Cochran and her contributions to American aviation. Added recognition of the contributions of women in aviation appears in the excellent renderings by **Jim Serdenis** of some well-known women pilots, beginning with the cover.

Again we offer photographic coverage of a little-known aspect of aviation in pictures of captured Japanese aircraft being test-flown by the AAF. The short article, "TAIU-SWPA", explains the origin of those Japanese aircraft code names.

- Jim Hanford



ON THE COVER

Artist **Jim Serdenis's** tribute to Amelia Earhart, one of America's most famous pilots. AE, as she was called, was featured in the March/April 1989 *Yankee Wings*, and is briefly mentioned in this issue's Tale Spins.

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PRESIDENT'S MESSAGE

By George Whitfield

Greetings. We are not only into a new year but also a new decade. The Yankee Air Force is approaching its Tenth anniversary. We have come a long way from the inception of the idea until now. We owe it to the foresight of the Founders and the plain guts and determination of our membership to carry out their plans for success.

We have a lot of work to do this year. *All of us* must pull our weight and work together to be effective and to accomplish this. I see such wonderful talent in all of you. It makes me feel proud to be your President this year.

My Goals for the YAF

I want to give something back to you members in the way of "perks". For example, a member should be able to take his immediate family through the museum for free when he visits at Willow Run. Members should receive a discount on items bought in our gift shop. I want every member and your families to visit this museum. I want you to tell your relatives, friends and business associates about our wonderful museum and invite them to visit us.

We need to recruit new members and to bring old ones back. We need everyone we can get to sing our praises all over the country. Every division needs to work on enthusiasm and drive. Let your friends know about us. Many people left because no one told them where their expertise was needed, and we can't let that happen anymore. We must all do our part to make the best use of our resources. We must all work hard to make Memorial Day, Founder's Day and the air shows the best they can be. This is how we get new people interested in our cause. This is how we make our operating capital. If we are not fired up about ourselves, no one else will be either.

We need your expertise in any field. Everyone can help promote public relations. We all should *tell everyone* when an event is happening. Tell your relatives and friends. Word of mouth is our best advertising. Besides, it is free. We are too good to remain a secret.

We need you to tell us what you want initiated this year. What do you think our goals should be? What are some of the priorities you have? My office is at the top of the stairs and my mail chute is by the door. I am never too busy to help with a problem. My door is always open and so is my mind. I have been a member for ten years, and I'm very proud of the museum and all the people who show PRIDE, DESIRE and ENTHUSIASM. Read those last three words over again half a dozen times. Doesn't that fire you up and get you going? Say them again, louder, each time: PRIDE, DESIRE AND ENTHUSIASM! ✪

As a Luftwaffe test pilot, Hanna Reitsch flew Germany's hottest aircraft, including the deadly Me-163, and the manned version of the V-1 flying bomb, but flying gliders gave her the most pleasure of all.

1989 FINANCIAL REPORT

By Kathie Dallape, Treasurer

The year 1989 has proved to be a testing of our capabilities. The year 1989 has proved that the Yankee Air Force, Inc. can take it and **can** survive. Through the diligence of the faithful membership we will continue to do so.

The printed reports are just a few that are kept, and I feel you can get an idea of where our income and expenses come from.

Exhibit 1
YANKEE AIR FORCE, INC.
Willow Run Division
Financial Statement, December, 1989 ~ End of Year

ASSETS		
Petty Cash (Pres.)		$ 50.00
Petty Cash (Treas.)		100.00
Checking Account		16,300.37
Money Market - Life		135.75
Money Market - General		135.63
B-17 Savings Account		9,725.63
B-25 Savings Account		1.079.84
Retail Inventory		39,364.74
Total Current Assets		$66,891.96
FIXED ASSETS		
Inventory		$ 37,500.00
Library		12,000.00
Museum		70,000.00
Equipment		50,500.00
Vehicles		26,000.00
C-47 Aircraft		135,000.00
B-17 Aircraft		256,000.00
B-25 Aircraft		180,000.00
Static Aircraft		24,500.00
Aircraft Accessories		32,500.00
Kitchen Equipment		6,400.00
Total Fixed Assets		$830,400.00
TOTAL ASSETS	**$897,291.96**	
LIABILITIES		
Note Payable Bank One		$ 1,986.80
Note Payable Mid-Mich.		4,000.00
Note Payable Bank One		31,350.00
Notes Payable ~ B-17		49,999.84
Notes Payable ~ B-25		81,785.64
Pre-paid Hangar/Room Rent		775.00
Total Liabilities		$169,897.28
EQUITY		
Retained Earnings		$680,098.54
Earnings Through December 1989		47,296.14
		$727,394.68
TOTAL LIABILITIES AND EQUITY	**$897,291.96**	

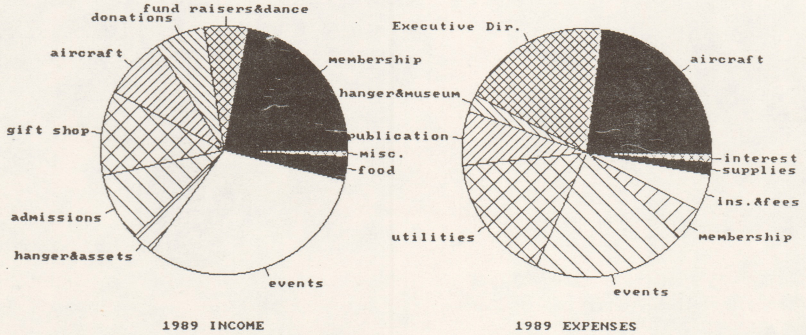


Exhibit 2
YANKEE AIR FORCE, INC.
Gift Shop Financial Statement
End of Year - 1989

REVENUE ACCTS.	**YEAR-TO-DATE** (2)
Air Shows	$ 17,998.20
Sales to Divisions	775.77
Gift Shop Sales	29,142.33
Special Events	12,476.65
Misc.	3,019.10
Total	$63,412.05
EXPENSE ACCOUNTS	
Telephone	$ 429.39
Fixtures	261.27
Clothing	3,284.74
Jewelry	3,980.98
Paper Products	5,971.67
Novelties	13,173.61
Film	1,376.96
Service	376.00
Misc.	3,338.73
Tax	2,404.54
Free Gifts (P.R.)	Inv. Only (164.00)
Cash Over to Gen. Ckbk.	26,000.00
Total	$60,597.89

YTD REVENUE OVER EXPENSE.....$2,814.16 (1)
Checkbook Balance, December 31, 1989.....$8,626.79

NOTES:

(1) The difference between Revenue Over Expense and the checkbook balance reflects a Jan. 1, 1989 checkbook balance of $5,812.63.

(2) Breakdown of Airshow sales by events is shown in Exhibit 3.

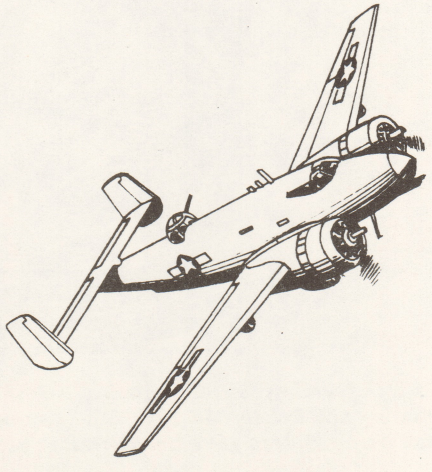


Exhibit 3
YANKEE AIR FORCE, INC.
Willow Run Division
1989 Airshow Information

PLACE	GIFT SHOP		C-47 TOURS	GAS/APPEAR/PRIZE
Benton Harbor	$ 867.25		$ 253.00	$ 0000
K. I. Sawyer AFB	1,382.00		320.00	
Pittsburgh	None		221.84	2,000.00
Gaylord	1,094.75		189.80	Waiting
Houghton	769.50		203.66	1,050.00
Ann Arbor	555.75		171.55	200.00
Fulton	1,199.60		466.65	450.00
Bloomington	1,446.55		111.00	300.00
Willow Run	4,467.40		751.75	
St. Paul	3,304.10		1,006.71	300.00
Saginaw	1,085.00		400.00	
Genesee	2,076.20		623.00	Dog Tags 756.28
Wisconsin	666.75		500.00	
Wurtsmith AFB	1,452.60		204.50	
Griffiths AFB	2,065.15		422.25	
Total	$22,432.60	Gross	$5,845.71	$5,056.28

C-47 FLYOVERS PAID

Southgate	$250.00
Plymouth	100.00
Dearborn	300.00
Ann Arbor	100.00
St. Clair Shores	500.00
Memorial Day	200.00
Total	$1,450.00

Exhibit 4
YANKEE AIR FORCE, INC.
Willow Run Division
1989 Tour & Gift Shop Receipts
By Month

	TOURS	GIFT SHOP:
January	$999.00	$ 2,056.25
February	1,103.00	1,946.25
March	1,380.00	1,904.00
April	1,964.00	2,198.00
May	1,209.50	2,490.50
June	2,089.00	2,872.85
July	2,614.50	2,675.75
August	2,984.50	2,651.00
September	2,312.50	3,511.75
October	2,023.50	2,420.70
November	1,572.50	2,038.38
December	726.00	2,376.90
TOTAL	$20,978.00	$29,142.33

Barrel Donations: B-17: $864.78 B-25: $60.63

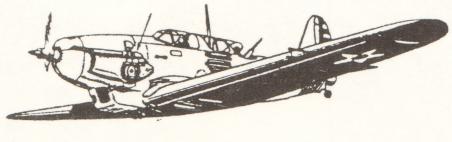
Exhibit 5
YANKEE AIR FORCE, INC.
Hangar & Room Rent Report
December, 1989

OWNER'S NAME:	N #	AIRCRAFT
Edward Condon	N51296	PT-23
Yankee Flyers	N555Q	AT-6
Jim Uhley	234NA	T-28
Frank Day	N11CM	PT-19

Effective May 1, 1989, static aircraft space rental is $125.00/month, and flyable aircraft rental is $175/month.

ROOMS

Yankee Flyers - @ $60.00 per month.



YEAR END REPORTS

WILLOW RUN FACILITIES
By Barbara Sutton, Facilities Manager

The year 1989 was a year of progress for hangar maintenance and restoration. In January we were informed by a member, who is a G.M. employee, that the nearby facility where he works had a number of employees in the Job Bank, meaning there was no work for them but they were not laid off because of seniority. These workers could volunteer to work at a qualified facility, church, school, YMCA, etc. Museums qualify. On February 3, our crew of five reported in.

It was not an easy change for them. After years in a warm, well-lighted, comfortable warehouse facility, our cold, dim, no-place-to-relax hangar took time for adjustment. Between February and June, five more workers were added. It was a busy spring and summer lining up work projects for them and financing the material with which to do the work. Our old timers, who had been doing all the projects almost single handedly, were now switching roles and becoming planners and supervisors.

As time went on some of the men were called back to work in the plant, some chose to work other places, and one went back to the middle school in Belleville to work with the children. We had him just for the summer. We settled down to five men, three of whom were in the original crew, and have a very harmonious, hard-working group.

Some of the projects which they have helped us accomplish are the cleaning out of the boiler house - a project long talked about and much needed. The boilers and pipe were sold for scrap, and the space now available is becoming a maintenance area for our ground equipment.

They helped finish the new meeting room which had been underway for almost two years (with just one or two workers available to do the work). Now it is finished except for the floor. We are waiting for a generous person to donate new tile.

The office area had been started with insulation and new drywall and electrical. This reconstruction has been finished, and all the electrical circuits have been sorted out and separated. All that is left to do is install a furnace and put in a dropped ceiling in a couple of rooms.

Another project, the new library and office area, was tackled by the crew. A wall was built to outline the hall, and the library rooms were laid out. Electrical service was restored and brought up to code for the whole section, which will also include the Flight Operations office, shared by Retail Sales and the outside show coordinator. Publicity and Public Relations has an office there too, and the Aircraft Maintenance office is at the other end. Much is yet to be done on this project area and, as soon as the cold lets up and we can obtain a furnace and more drywall, the work will continue.

Besides all this they have worked everywhere we have needed them. They have cleaned restrooms, washed floors, put up and taken down storm windows, raked leaves, carried items (junk) from one storage area to another. They have worked on the roof, in the mud, in the snow, and even at the Air Show. We have never been turned down when we asked them to help.

Their presence has freed up members to work on other projects, and so the ripples continue to spread out. The member who told us about this golden opportunity is part of the crew, and two others have become members. It appears we may have their services through most of 1990; if true, many more projects will be added to the completed list. When the time does come that their services end, they will be greatly missed and the place will seem empty without them.

The Woodshop crew have had a fun project making airplanes and helicopters, which are sold in the gift shop. They have also engineered and put up a folding counter in the Meeting room/lunch room, built a storage box for spare propeller blades, and built two bulletin boards with glass covers for important notices.

Our electrical work was taken over by one of the G.M. crew as our regular electrician was not able to come out for family reasons. Many of our power problems have been resolved this year, and it is easier to work without blowing fuses all the time.

Our old building is really shaping up and, with a little influx of money and donated material, we could be in great shape by summer. Anyone with items to donate just bring them in. We need about everything in the construction line.

Come see our Museum - it's impressive. Wherever you live in the country you owe it to yourself to come see YOUR Museum. You can be proud to be a member. ✪

1989 STATIC AIRCRAFT RESTORATION

By Lee Bassett

1989 was a good year for Static Restoration as most of the crew were very active. Hopefully 1990 will see a continuance of these efforts, with many projects completed or at least moving in that direction.

1) The biggest project completed this year was the T-33. It has to be the best looking T-33 in the world! After completing the necessary repairs and corrosion control, we painted it with a polyurethane finish. Once that was completed, we finished the aircraft in the color scheme of the 191 FIG at Selfridge ANGB. It should last for many years.

2) The F-101B nose was rebuilt and tires were replaced.

3) The F-11F wing tip was repaired. We are waiting for the wings to be welded, so we can start putting it back together, then paint it as it was when it flew with the U.S. Navy's Blue Angels jet demonstration team.

4) The DC-6/C-118 is moving along with a very dedicated crew. We are still in need of an engine and engine mount for the 4th engine plus a cowling.

5) The RF-84F crew completed refurbishing the forward camera bay and replaced two broken camera windows, courtesy of Henderson Glass Co. of Canton, Michigan (thanks a bunch!).

6) The PB4Y-2 has a great crew, and they are doing a wonderful job on it. They installed a restored rudder and elevators on it, and they are working on the cockpit and enclosing the flight deck. This project has been reported in more detail in previous issues of *Yankee Wings*.

1989 also saw the departure of the F7F Tigercat night fighter, which was on loan from the U.S. Marine Corps, to Ed Malony's Planes of Fame Museum in California. The Marines have further advised us that the F-86F, Darlin' Dottie, is required for their new aviation museum at MCAS Cherry Point, NC. The Sabre will depart in the Spring of 1990.

The work planned for 1990 promises to be as challenging and rewarding as that in 1989. The highest priorities are to finish the F-11F work, and complete the restoration of the F-86L and paint it. Still to be decided is an appropriate paint scheme. Sheet metal work is scheduled for the RF-84K and plans for the F-84F include the installation of a canopy and making the cockpit suitable for cockpit photos. The TF-102A also requires a lot of work to get it ready for display, including a thorough inspection for corrosion, surface preparation, and repainting. An authentic marking scheme needs to be researched and selected. Finally it is planned to paint the BT-13 in an early WWII color scheme this year.

As you can see, we are moving forward, but we still need more hands on the individual aircraft crews. Should anyone wonder how to get in on the action, the box on this page contains a listing of our static restoration aircraft and crew chiefs. If you want to learn some aircraft restoration techniques, we have an ongoing class in aviation sheet metal work, and a riveting class is tentatively planned for March. If you still have questions, I am at the hangar every Monday, Friday and Saturday.

STATIC AIRCRAFT INVENTORY

A/C Design:	Crew Chief	Owner*:
HTL-2	Ambrose Connelly	M
B-52D	Hank Koski	A
PB4Y-2	George Whitfield	Y
TF-102A	Art Elsey	A
DC-6/C-118	Roger Peterson	Y
F-11F	Mel Pomerentz	M
Flying Flea	Ted Vedrody	Y
GH-2	Ken Wolfe	M
T-33	Mark Savickas	A
RF-84F	Eric Savickas	A
F-101	Joe Miller	A
F-86L	Dick Rice	Y
X-28 Osprey	Lee Bassett	M
F-84F	Bill Kaminski	Y
RF-84K	Ralph Gilpin	A
BT-13	Al Dallape	M
N3N	Neil Griffith	M

*"Y" indicates Yankee Air Force. "A" indicates USAF, "M" indicates USMC.

Amy Johnson became the first woman to fly solo from England to Australia, in a second-hand Gypsy Moth, May 5-25,1930. On January 5,1940, her plane crashed into the Thames River, but her body was never found.

SAGINAW VALLEY DIVISION
by Kenneth J. Pol
Division Chairman

It is the time of year to reflect on our accomplishments for the 1989 year and to look at our plans for the 1990 year. Our major accomplishments for 1989 include:
1) L-2 Restoration - major progress has been made due to the efforts of **Lee Evans, Mac McGrath, Ray Shelby, Bill Short, Sy Thompson,** and many others. These members work hard every week and are doing a "SUPER JOB". Thanks for a job well done.
2) Held our annual Safety Seminar on April 20, 1989.
3) Participated in the Dawn Patrol at James Clements Airport on June 18, 1989.
4) Held a Dawn Patrol at Harry Brown Airport on July 16, 1989.
5) Participated in the Open House held at Tri-City International Airport on August 13, 1989.
6) Sold the SNB-1 to open up hangar space for the L-2.
7) Transferred $750.00 to National to help pay for the B-17 and B-25.

Every member of the Yankee Air Force, Saginaw Division, can be proud of the accomplishments achieved in 1989.

That covers 1989, so let's look ahead at 1990. We will make a change in our membership meetings for 1990. Membership meetings will be held on the second Tuesday and Board meetings on the third Tuesday of each month as we have in the past. Each membership meeting will start promptly at 7:30 pm and end at 8:30 pm. At 8:30 pm we will start our entertainment for the evening. If any members have ideas for a program, let your council know and we will try to work it in.

Other plans for 1990 include:
- Hold our annual Safety Seminar
- Participate in the Dawn Patrol at James Clements Airport.
- Participate in the Open House at Tri-City International Airport on August 5, 1990.

Divisional Officers:
Council Chairman: **Kenneth J. Pol,** Council Vice-Chairman: **William H. Short**, Council Secretary: **Maurice Leyrer**, Council Treasurer: **Robert P. McLaughlin**, Council Members: **Fergus Mann, Mary E. McLaughlin, Sy Thompson, Charles Wood.** ✪

WISCONSIN/ILLINOIS DIVISION
by Larry A. Wixom,
Division Chairman

1989 marks our division's seventh year with the Yankee Air Force, and we look to the future with enthusiasm and pride at being YAF Members. We as a division showed more unity and organization than in any year past.

We have been fortunate at each monthly membership meeting to have outstanding guest speakers. They have included ex-POWs and former crew members to current owners of warbirds explaining their job of restoration.

In July, we chartered two buses to attend the convention in Oshkosh. While it did not prove to be a big money maker, all who attended had a great time, and we will be making it an annual trip.

Each year our major fund-raising event is our annual Fly-In in August. This event generates money for the restoration of our AT-11. With the help of our congressman, Les Aspin, we were able to have some military aircraft on display along with the many privately owned warbirds that came.

The warbirds included the YAF's C-47, *Yankee Doodle Dandy*, which provided to be a big crowd pleaser. In addition to rides in more modern aircraft, we also have the good fortune of being able to offer rides in a N2S-3 Stearman and an AT-6G Texan each year. These two aircraft are always flying during the day and add to the event.

As we enter 1990, we do so with the largest membership that our division has ever had, and the hope that we will continue to grow. With the added membership we are looking forward to the added help on our AT-11, so that we may have it completed in the near future. Our major project this year on the AT-11 was the completed purchase of an overhauled engine and a component for the other engine. With any luck we hope to hang them this summer.

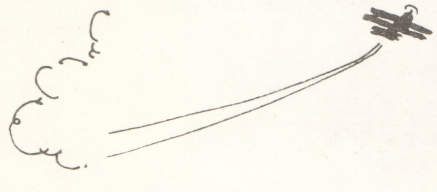
ATLANTIC COAST DIVISION
by William G. Force
Division Chairman

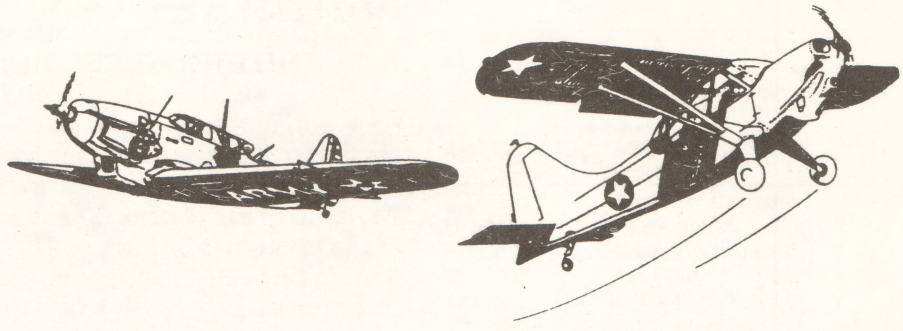
The Altantic Coast Division has received the L-2 and the C-47 nose section from the Northeast Division. There is an interest in painting the nose section, however it is on loan from the Marine Corps Museum, and the lender's guidelines must be followed.

The division's focal point is the Millville Army Airfield, where P-47 pilots trained during WWII. Fourteen pilots died during their training at Millville. On May 2, 1945, Lieutenants Slater and Pryor were killed in a mid-air collision of two Thunderbolts near Cedarville, NJ. On October 17, 1989, Lt. Pryor's daughter, Frances Burt, and her husband visited the museum, where she traced her father's footsteps to the flightline. Mrs. Burt had never known her father, because she was a small child when he died. Michael Stowe explained to her the events leading up to her father's death.

On October 29, 1989, about ten ACD members got a close look at the tragedy. They gathered at the crash site, a 25 foot diameter crater located in the woods at the edge of a swamp, to engage in some aviation archeology. Several trips to the site yielded many recognizable aircraft parts, including various instruments and controls, a pistol case, a machine gun mount, ammunition and feed chute, instruction plates and access plates. The best find was a torn, but preserved copy of a pilot radio information manual, which was probably preserved by the engine oil in the hole.

Divisional Officers: Division Chairman: **William G. Force,** Division Vice-Chairman: **Michael T. Stowe,** Division Secretary: **Eleanor Maszczycki,** Liason Officer: **John Monsport.** ✪





TAIU-SWPA
The Origin of Those WWII Japanese Aircraft Code Names

By Ric Karbowski

When WWII started in the Pacific, the Allied forces were woefully ignorant about Japanese aircraft and their performance capabilities. This was the result of two factors: the veil of secrecy placed around the Japanese aircraft industry in 1935, and the fact that there existed no organization in the Allied camp assigned to gather this information or to disseminate it.

Nothing could be done about the first item once the Allies were at war with Japan, but the other deficiency was corrected by General George Kenny early in 1942 with the authorization for a Technical Air Intelligence Unit (TAIU) at Victoria Barracks, Melbourne, Australia. The headquarters staff later moved to Brisbane, while technical evaluation, reconstruction, and simulated combat trials of captured Japanese equipment were located at the new airfield called Eagle Farms. Captain Frank T. McCoy, Jr. headed the TAIU-SWPA, and formed a team of technicians and aircraft specialists to retrieve and evaluate Japanese aircraft.

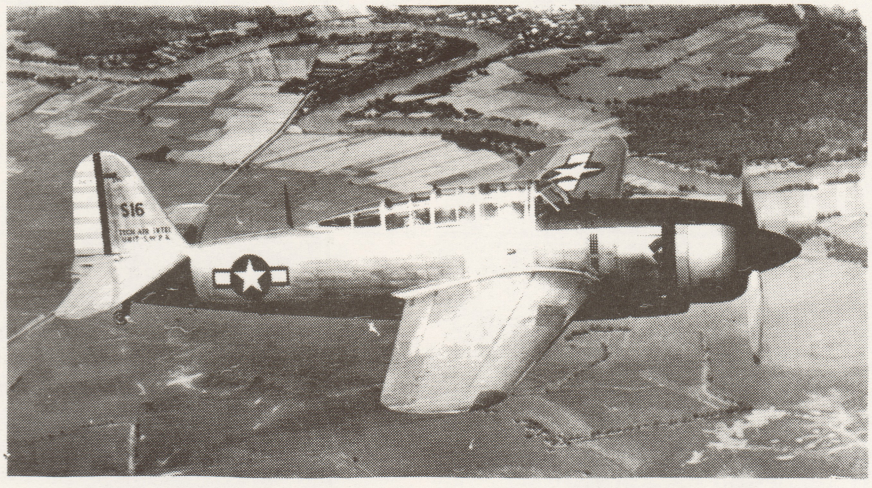
It was TSgt. Francis Williams who first suggested that code names be assigned to avoid confusion among the increasing number of Japanese aircraft types. Common first names that were easy to remember were assigned to each Japanese aircraft type as its existence became known. Male names were assigned to fighters and float planes, and female names to bombers, reconnaissance types and flying boats. Names beginning with "T" were assigned to transports, tree names to trainers and bird names to gliders. The initial list contained over fifty names with the distinctive hill country vernacular, which reflected Capt. McCoy's Tennessee background. Later, names of relatives and friends were used. Efforts were made to link the name to some characteristic of the aircraft. The code names were adopted by the U.S. Army Air Force, the U.S. Navy and the British Air Ministry in 1943.

In June 1944, the TAIU moved from Australia to Anacosta Naval Station in Washington, D.C., but left field units scattered around the Pacific. After the Philippines were invaded, over 13 different types of aircraft were captured at Clark Field. Priority was given to evaluating the fighters. Some of these aircraft appear in our photo section on the following pages.

When the war ended, the field units consolidated on Okinawa for the move to Narimasu Air Base northwest of Tokyo. Approximately 108 planes were collected from various locations in Japan for study. They were shipped to the United States on three aircraft carriers, *USS Barnes*, *USS Core*, and *USS Bogue*. Sadly, only a handful of these historic aircraft were preserved and exist today. Almost fifty years after the Pearl Harbor attack, however, the most common method of identifying WWII Japanese aircraft remains Capt. McCoy's code names. ✪

Yankee WINGS

THE PHOTO SECTION



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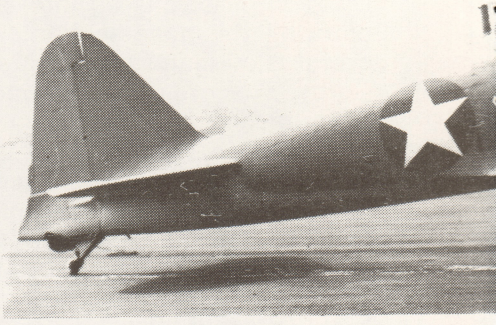

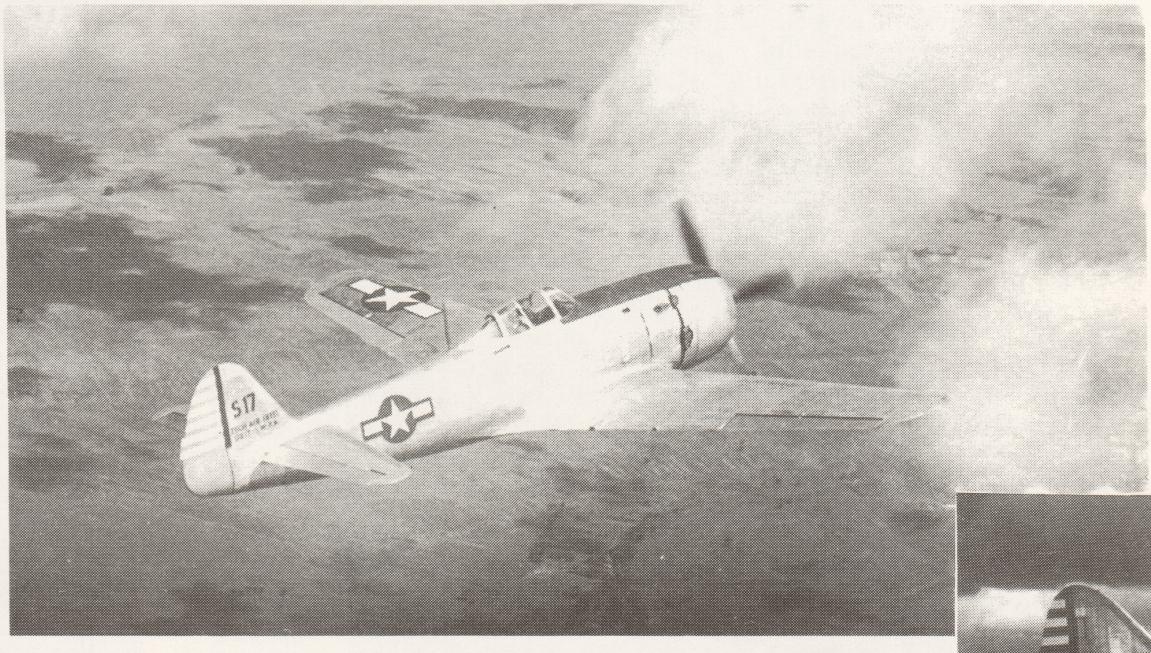

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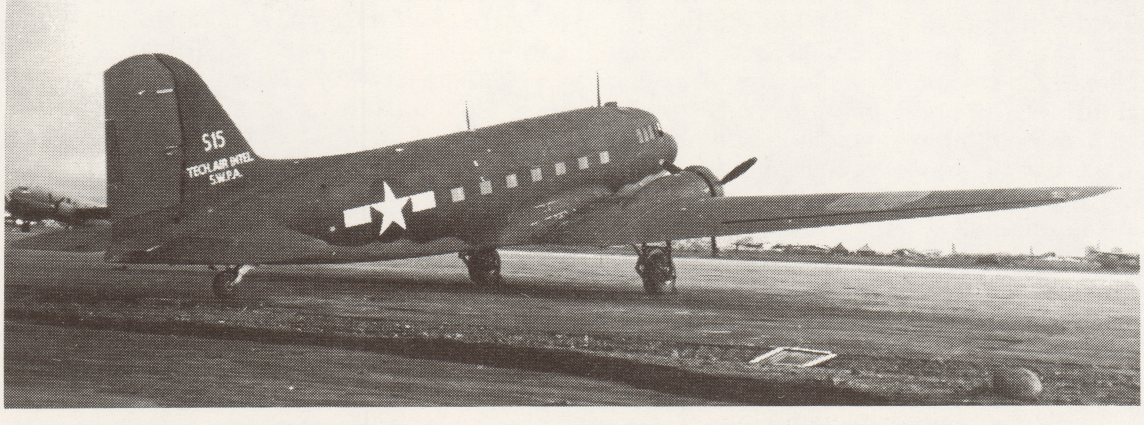

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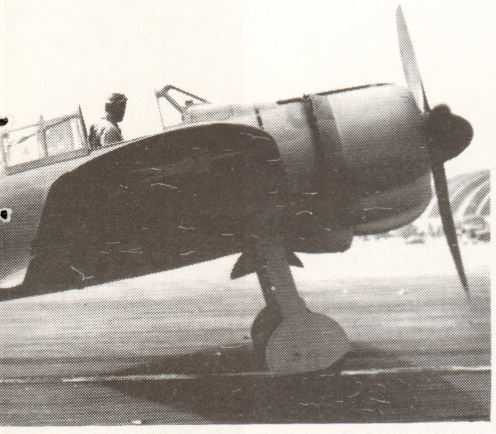
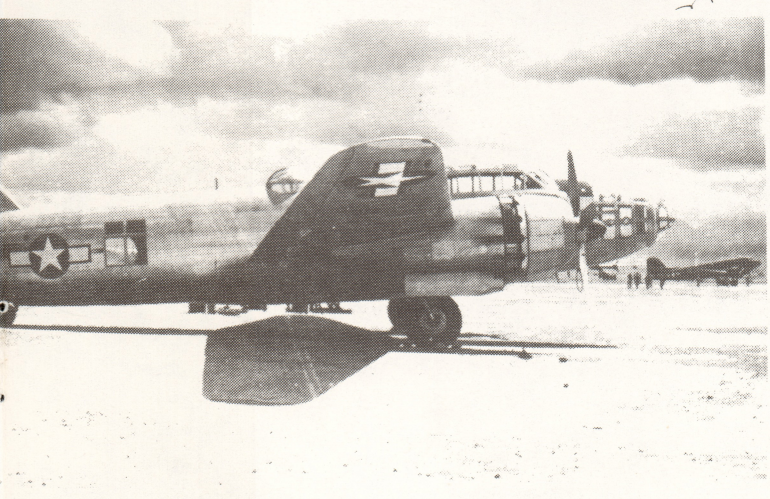




1 The Yokosuka D4Y3 *Suisei* (Comet) was code-named "Judy". (USAF)

2 Not a DC-3, but the Japanese version, built by Showa, and code-named "Tabby". Note the added flight deck windows just behind the cockpit. (US Navy)

3 Captured Nakajima Ki-84-Ia, *Hayate* (Gale). Allied code name was "Frank". (USAF)

4 Mitsubishi G4M2a, Model 24, Navy attack bomber, code-named "Betty" (USAF)

5 Captured Mitsubishi A6M2, Model 21, Zero undergoing flight testing, probably in 1943. Allied code name was "Zeke". (USAF)

6 Japan's "Thunderbolt" was the Mitsubishi J2M3 *Raiden*, code-named "Jack". (USAF)

7 Mitsubishi Ki-46-IV, code-named "Dinah", was powered by two turbo supercharged Ha-112-II Ru engines. (Aireview)

TALE SPINS

by Jack B. Stankrauff

THE FIRST LADY OF FLIGHT

Ranking as America's premier female flyer, Jacqueline Cochran loved adventure, speed, and – above all – flying. Her life was an epic of aerial accomplishments born of courage, determination, tenacity, bravery, and skill. Cochran won more speed and distance records than any other female or male pilot in aviation history.

Rags to Riches

Born sometime between 1905 and 1908 in the backwoods near Muscogee, Florida, Jackie Cochran was given away (or abandoned) by her parents. She never knew her real name, so she picked one from the telephone book. In 1934, she hired a private detective to find out who her parents were. The detective got the information, put it in a sealed envelope and gave it to her. This envelope remained unopened and was buried with her when she died.

She lived with foster parents amid the filth and poverty of southern saw mill towns. Wearing only flour-sack dresses, she was always shoeless and dirty. Her sparse rural education consisted of only two years of grade school while working 12-hour shifts in the fields and mills for six cents an hour. Malnutrition forced her to scavenge in the woods for food.

Cochran trained first as a hairdresser, then took a three-year nursing course, after which she worked for a mill town doctor. Because of her revulsion at seeing human suffering and not being able to improve her patients' plight, she quit and eventually became a partner in a Pensacola, Florida beauty shop. Subsequently she struck out on her own and worked at Antoine's, an exclusive Manhattan beauty salon. By 1935, she had formed Cochran Cosmetics, which made her wealthy in later years.

She became interested in flying in the late 1920's. After $495 worth of lessons, she received her license in 1932, having qualified in only three weeks at Roosevelt Field, Long Island. She purchased a Travelair with a Gypsy engine for $1,200. Cochran polished her skills with further instruction in 1933 at the Ryan Flying School in San Diego. The following year she joined Johnny Livingstone's Air Circus as a stunt pilot. In one performance she almost lost her life as she recovered from a power dive just 500 feet off the ground!

Multi-millionaire Floyd Odlum married Jacqueline Cochran on May 11, 1936. On their 1,000-acre Coachella Ranch in southern California, they enjoyed an opulent life style which included a private golf course, a private telephone switchboard (manned by full-time operators), stables, servants, secretaries for Odlum and his wife, and an Olympic-size swimming pool. In this sumptuous setting, they entertained Presidents (Eisenhower and Johnson), movie stars, aviators (including Amelia Earhart and Chuck Yeager), and Howard Hughes, who rented her Northrup plane for more than it cost and set several records with it. Her childhood experiences greatly influenced her life, causing Cochran to insist on fresh bed sheets daily, an over-abundance of fresh fruit and food, and several showers daily.

Floyd Odlum, later struck down with crippling arthritis, was totally devoted to his wife, supporting her every flying effort.

Cochran soon established herself in the flying world. Her sparkling attitude and strong will enabled her to fight to the top of the aviation field. The place she occupied, however, she shared with that other outstanding woman aviator, Amelia Earhart.

Amelia Earhart

Amelia and Jackie first met in 1935. Their friendship was strong, for both had an abiding love for flying and both strove for female equality. They occasionally flew together, and with their husbands, experimented with ESP (Extra-Sensory Perception). When an aircraft went down in the mountains of Utah, Jackie "saw" mountains, power lines and other landmarks, which later proved to be only two miles from the crash site. On another occasion, Earhart notified Cochran of an aircraft down near Los Angeles. After some concentration, Cochran returned the call telling her the exact place where the plane went down. Search parties proved Cochran correct.

When Earhart disappeared on her round-the-world flight, Cochran "saw" where her friend had crashed on June 30, 1937, near Howard Island in the Pacific, and advised search parties, but without success. No signs of Earhart, her navigator Fred Noonan, or their aircraft were ever found.

Lasting Contributions

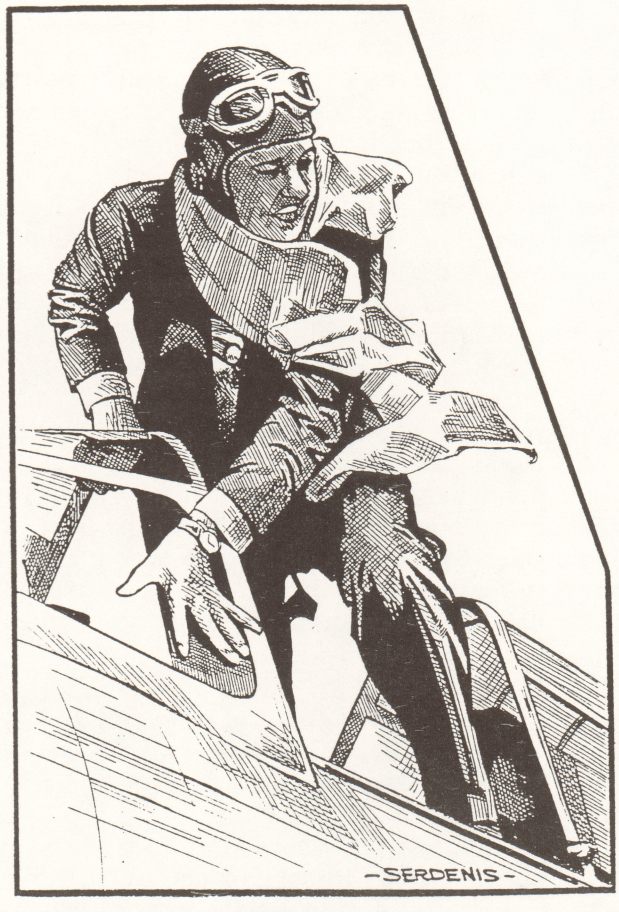
During the 1930's, Jackie Cochran contributed greatly to aviation milestones by being the woman who continually broke records. In 1934, she was the only American woman to enter the MacRobertson Race from London to Melbourne, Australia, but her Northrup Gamma crashed during the delivery flight. She then obtained a Gee Bee which also broke down, grounding her.

Undaunted, she rebuilt her Gamma and flew it in the 1935 Los Angeles-to-Cleveland Bendix Race. Plagued by an overheated engine, she was forced to turn

back. Mechanical feed problems caused gasoline to spray into the cockpit, entirely soaking her. When she landed at Kingman, Arizona, Cochran fled to the ladies room to wash. She always carried perfume in her cosmetic bag when she flew, emerging from the cockpit or cabin looking immaculate!

She finished third in a Beechcraft in the 1937 Bendix Race, again from Los Angeles to Cleveland. She covered the distance in 10 hours, 19 minutes and 8.7 seconds with an average speed of 194.7 mph, winning $3,000 for third place and $2,500 for women's first place, even though she was the only woman in the race.

In December 1937, Cochran flew a record-breaking flight from New York to Miami in 4 hours and 12 minutes in a Seversky AP-7. Alexander de Seversky had been trying to sell the American military his P-35 fighter plane with no success. More than once Cochran flew his P-35 modified for racing to the AP-7 civilian version.



~ Jacqueline Cochran ~

She won the 1938 Bendix Race from Burbank, California to Cleveland in the AP-7. Her flight time was 8 hours, 10 minutes and 31 seconds at an average speed of 249.7 mph. (Chauvinistic detractors falsely claimed a man had flown the plane for her!) Wasting little time, she flew on to the Bendix Airport, New Jersey, to set a new women's west-to-east coast record.

In 1938, First Lady Eleanor Roosevelt awarded Cochran the coveted Clifford Burke Harmon Trophy at the White House for being the outstanding woman flyer of 1937. She would receive fourteen more in her lifetime – an unsurpassed aviation achievement!

On August 8, 1939, Cochran became the first woman pilot to fly blind (on instruments only) over the Pittsburgh, Pennsylvania airport. Later that year she set a women's altitude record of 30,052 feet over Palm Springs, California. In 1940, Cochran set two international speed records for the 2,000-km. and 100-km. courses.

World War II

With Europe embroiled in war during 1940, Cochran went to Army Air Force General Henry Arnold to propose that American women ferry Lend-Lease aircraft to Britain. She had talked earlier with Mrs. Roosevelt at the White House about the role of women in the war. Her idea was turned down, but Arnold proposed that she recruit American women to fly for Britain's Air Transport Auxiliary (ATAO). Twenty-five women pilots responded to Cochran's call. They went to England with Cochran, and most served for their 18-month contracts. Cochran stayed at the swank Savoy Hotel in London and toured air bases in a chauffeured Rolls Royce clad in mink. This flamboyancy infuriated the embattled British who were suffering under stringent food and clothing rationing.

First Woman Bomber Pilot

General Arnold approved Cochran's request that she prove a woman's flying ability by piloting a Lend-Lease bomber across the Atlantic from Canada to England. The British ferry officials scoffed at the idea, believing a woman totally incapable of such a flight. Cochran went over their heads (as was her practice many times) to her friend, Lord Beaverbrook, Minister of Supply. On June 17, 1941, Jacqueline Cochran became the first American woman to fly a bomber across the Atlantic. She was only allowed to fly the aircraft in level flight. A male pilot handled the take-off and landing.

On her return to the United States in 1942, she found that the Women's Auxiliary Ferrying Squadron (WAFS) had been organized under the USAAF's Air Transport Command. The WAFS's Director was Nancy Love, wife of Major Robert Love, Deputy Chief of Staff of the Air Transport Command. When Cochran vigorously

objected to this turn of events, the Air Force brass diplomatically organized two programs: Love's WAFS would ferry aircraft for the Air Transport Command, while Cochran would organize a Training Detachment to train women pilots for service in the WAFS.

Cochran approached her job with characteristic determination. The trainee pilots received uniforms, marched, learned military discipline, stood inspections, plus other rudiments of military life as they learned to fly airplanes. Then Cochran convinced her high-ranking military friends that her training organization and the WAFS should be merged into one unit. Thus, WASP (Women's Airforce Service Pilots) was born. Cochran became the Director of WASP and Love became the WASP Executive on the staff of Air Transport Command's ferry division.

During World War II WASP pilots delivered 12,650 aircraft of 77 types, including one-half of the fighters ferried. In addition, they towed gunnery targets, simulated strafing runs and gas attacks, and flew at night for searchlight and radar training.

When the war was over, Cochran went after more flying records. She emphasized: "The objective of every one of my flights was to go faster or farther through the atmosphere than anyone else." She demonstrated this by flying a surplus P-51 Mustang fighter in the 1946 Bendix Race. Her flight was full of troubles: the aircraft's radio went dead, and the balky motor occasionally stopped during her flight. Regardless, she landed in Cleveland six minutes behind the winner. Four years later, she flew another Mustang, setting a speed record of 447.4 mph over a 311 mile course. In 1946 and 1947, she stumped the country (with an Air Force Colonel as a speech writer) to urge public support for an independent Air Force. In 1947 Congress passed a bill to establish the Air Force as a separate service.

A Record-Holder of Record

Jacqueline Cochran established 69 aviation records - more than any other pilot, male or female. Some of her records still stand. In 1953 President Eisenhower awarded her another Harmon Trophy. The same year she became the first woman to fly an aircraft through the sound barrier, in an F-86 Sabre on May 18. In 1962 she established nine speed records in a T-38, several more in a Lockheed Jet Star, and became the first woman to fly a jet across the Atlantic Ocean. For these accomplishments, she earned her 14th Harmon Trophy, awarded by President Kennedy.

In 1963 Chuck Yeager guided her through orientation flights in the F-104 Starfighter, then she launched a new assault on the woman's absolute speed record. On May 4, 1963, over a 15 to 25 kilometer course, she set a new record of 1,429 mph, which eclipsed her 1,273 mph run over the same course three weeks earlier. (Bear in mind that she was at least 55 years old in 1963.)

Yeager

Jackie's friendship with Yeager began in 1947, when he was being honored for breaking the sound barrier. Several years later they both went to Russia to set up cooperative international safety rules. She demonstrated her generosity in paying for medical doctors and expensive medicine for Yeager's wife, Glennis. She also gave Glennis some of her unwanted Paris original clothes. She would later use her considerable clout in Washington to see that Yeager was presented the Medal of Honor.

Cochran admired Yeager as a flyer, but considered herself an equal, and once informed him, "If I were a man, I would've been a war ace like you. I'm a damned good pilot. All these generals would be pounding on my door instead of the other way around."

Yeager evidently agreed. Of her piloting skills he said, "It makes no difference what a pilot is shaped like. It's skill that matters. Jackie Cochran didn't have the word consequences in her makeup. She had no fear at all. She just didn't worry about dying. She was a remarkable person, and she was a competitor. You've got to be aggressive, and you've got to have guts to go out and get exactly what you want. Jackie got what she wanted."

Last Years

Her final years were marked by failing health. Her husband passed away in 1977 at the age of 80. She suffered through twelve major operations before dying on August 9, 1980.

Cochran regarded her flying as an adventure. She said, "Adventure is a state of mind and spirit. It comes with faith, for with complete faith there is no fear of what faces you in life or death. In truth, I ended up living a life of continuous adventure." ✪

Corrigendum:

*...In the September/October issue Board Report it was stated that "...all items donated to the Yankee Air Force can only be accepted by the Board of Governors." The sentence should have read, "...any item of greater than $1,000 value, donated...".

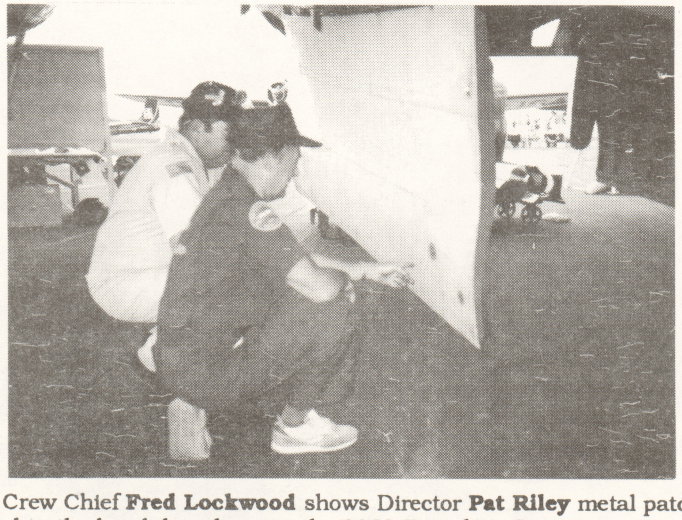
*...In the "1989 Election Results" (Board Report November/December issue page 12) it was stated that results were not certified because of the absence of the Election Committee Chairman, **Colleen Conrad.** In fact, results could not be certified because election procedures call for a 30 day waiting period in the event the results are challenged. *Yankee Wings* regrets the error and congratulates the Election Committee for a job well done. ✪

B-17 PROJECTS COMPLETED

November 1986 - November1989

By Nancy Lockwood, B-17 Secretary

1. Borate tanks and plumbing were removed; fuselage interior was stripped and steam cleaned, bead blasted and zinc chromated.
2. All wiring, relays, switches, junction boxes and instruments have been removed. Electrical components have been cleaned, inspected and decisions as to reuseability have been made. Instruments have been overhauled and are ready to be reinstalled. A pair of junction boxes has been fabricated by the sheet metal crew and are ready for installation.
3. Blueprints and microfilm covering all aspects of the B-17 aircraft have been obtained from the Smithsonian Institution, extensively researched, and catalogued for use.
4. The vertical fin has been removed and inspected; the rear spar was rebuilt/repaired; and the fin was painted and re-installed.
5. The complete tail wheel assembly has been rebuilt, including new bushings, friction control, tire and tube.
6. Both main wheel assemblies were rebuilt; new brakes, with new locks and expander tubes were installed; and new tires and tubes.
7. Both wing flaps have been rebuilt.
8. All the control surfaces were removed, inspected, and all the fabric replaced, using the Stitts process. STC approval pending.
9. Because of corrosion around the windshield inner and outer framework, it was removed, and a hardwood form was built. A new frame was fabricated and heat treated, re-installed, and new glass has been installed on both sides.
10. A new instrument panel is in the process of being constructed.
11. The #5 bulkhead has been completed and is ready for zinc chromating, while #6 is in place. Drawings are still needed to construct the wooden floor, before the #6 bulkhead can be completed.
12. The skin between the life raft doors has been replaced, and many other sheet metal repairs have been made.
13. The #11 bulkhead has been rebuilt.
14. Materials for the interior woodwork are on hand and are being treated with fire-retardant, and wood components are being built.
15. The left cargo door area has been removed. The left waist gunner window is being fabricated and installed per original prints.



B-17 Crew Chief **Fred Lockwood** shows Director **Pat Riley** metal patches applied to the bomb bay doors at the 1988 Founder's Day.

16. #2 engine has been sent away for overhaul. The engine mount has been repaired, painted and certified. The #2 nacelle firewall has been repaired.
17. Fuel tanks were removed, inspected, pressure tested and repaired.
18. Cowl rings and flaps were all reworked, inspected and repaired.
19. Exhaust stacks for all 4 engines were removed, inspected, sand blasted, and some discrepancies were corrected.
20. Horizontal stabilizers were removed, cleaned, inspected, repaired, primed, painted and re-installed.
21. Major repairs to rear spar/fuselage sta. #5 circumferential joint, left and right sides, forward and aft are now completed.
22. Replaced gusset at left wing aft spar sta. #3.
23. Completed sheet metal repairs to left and right bomb bay doors, cleaned and zinc-chromated.
24. Left and right outboard wing aileron hinge hat channels were fabricated, heat treated, and installed; and new wing skin will be installed over these areas.
25. Left and right outboard wings have had interiors cleaned, inspected and alodined. They are now in the process of being zinc-chromated.
26. The right inboard wing interior has been cleaned and inspected and is being zinc-chromated.
27. Left and right cockpit seats have been cleaned, stripped, inspected, repaired and painted.
28. The hydraulic panel has been cleaned, inspected and painted.

The topics which appear in the *B-17G Restoration News* are excerpts from the minutes of B-17 restoration crew meetings. These meetings are held the 2nd Wednesday (7:30pm) of each month in the Headquarters Division (WR) meeting room. If you have an interest in these meetings please feel free to attend. You may also join the crew of your interest and assist in our endeavor. ✪

BOARD REPORT

YAF Still Seeks a B-25 Buyer

The National Board of Governors devoted a considerable amount of time at the regular November and December meetings to discussions of the best disposition of the B-25D, *Gallant Warrior*. Although a decision was made at the April 1989 meeting to seek a buyer, a "soft" warbird market has produced few leads, and the offers which have been received were deemed unacceptable. The Board discussion centered on the questions of what, if any, improvement is anticipated in the market, and the costs to the YAF of keeping a flyable aircraft which, at present, is not generating revenue.

There was a consensus that, for the "right" price, the aircraft should be sold, and that no one wants to sell it at a great loss, but quantifying those positions became a difficult task. The Debt Retirement Committee recommended that the aircraft be maintained in "flyable storage", meaning that engines, landing gear, brakes and other systems be periodically tested to ensure proper operation. Extensive restoration or major overhaul or replacement of systems would be delayed until the B-17 is returned to flight status, and funds have been accumulated to finance major B-25 expenses. If, in the interim, an acceptable offer for the plane is received, it should then be sold. This policy was converted into a motion, which carried.

In other business, the Board voted to accept the donation of a slightly used, Diesel - powered mobile welding machine, which has been offered by the Miller Electric Company of Appleton, Wisconsin.

Board Expands Member "Perks"

One of two motions to expand the privileges of YAF membership was approved at the January Board meeting. Approved was a policy to allow a member's spouse and dependent children to visit the Willow Run Museum for unguided tours free of charge. Other relatives and visitors accompanying the member are still required to pay the normal admission. Free admission will not be valid for fund-raisers and other special events when admission is charged. The change becomes effective on February 1, 1990.

A second motion proposed a 10% discount on Gift Shop items which total at least $10.00. While it received strong support, the motion was tabled until the next meeting to allow further consideration of potential effects by the Retail Sales and Membership Committees.

In other business the Board approved the transfer of an R-1300-1A radial engine to the Saginaw Valley Division, and passed a resolution authorizing tour guides to use their judgement in reducing or waiving museum admission fees for handicapped individuals and groups.

The following appointments were announced: Director **Barbara Sutton** to the Executive Committee, replacing Director **John Snider;** President **George Whitfield** to the Debt Retirement Committee; and Vice-President **Joe Oberlee** as Special Events Chairman. Oberlee will coordinate the Memorial Day and Founder's Day observances. ✪

BILLS WE ARE OBLIGATED TO PAY EACH AND EVERY MONTH
Averages taken from yearly figures

	1989	1990
Heating (per month)	$ 50.00	$ 50.00
Electric Approx.	1,600.00	1,600.00
Trash Removal	108.27	108.27
Yankee Wings (per month)	735.00	735.00
Telephone Approx.	300.00	300.00
Water Approx.	60.00	60.00
Insurance Approx. (per month)	83.00	83.00
Division Membership % Approx.	400.00	400.00
Computer Payments	101.32	101.32
B-17 Payments	1,811.35	1,682.96
B-25 Payments	1,518.25	1,397.98
New Loan	1,118.00	1,076.32
Mr. Hunter's Fee	2,916.67	-.0-
Conservative Total	$10,801.86	$7,594.85

As the payments were made in 1989 the interest rates of the bank loans has decreased and the resignation of the Executive Director has lessened the expenses owed in 1990.

MUSEUMOLOGY

The Yankee Air Force Room

by Brian Rogers

One of the smaller, but no less impressive, display rooms at the Yankee Air Force Museum is the area devoted to the Yankee Air Force's own memorabilia.

Among the first items the visitor notices is a framed copy of a YAF newsletter dated November 22, 1981. In it is an announcement that the Yankee Air Force had been officially formed and had filed papers to achieve non-profit corporate status. The paper declared a goal of 1,000 members by the end of 1982. Listed in the newsletter are YAF's first Board of Directors. They included Dennis Norton, President; Greg Smith, Vice President; Cindy Smith, Secretary; Patti Meyer, Treasurer; Harry Terpstra, Membership Chairman; Pete Fusco, Publicity Chairman; Elmer Spencer, Aircraft Procurement Chairman: and Tom Wilkins and Phil Lundy, Members-at-Large.

Framed photos of Terpstra and Norton are displayed, as is a picture of Russell L. Maxwell, 1989 National and Willow Run President. Also on display is Norton's Yankee Air Force membership card number 0001, expiration date, 10-8-82.

Color photographs of the 1982 and 1987 Blue Angels Naval Flight Demonstration Squadron, autographed by the squadron's pilots, adorn the Yankee Air Force Room's left wall.

The first American woman to receive a pilot's license, Harriet Quimby was also the first woman to fly solo across the English Channel, April 16, 1912. Less than three months later, she died in a flying accident. Her purple satin flying suit and turban head-gear earned as much attention as her feats in the air.

Also on the left wall is a certificate dated October 1, 1988 awarding the Yankee Air Force Museum the Regional Frank G. Brewer Memorial Aerospace Award, in "recognition of notable contributions to the advancement of youth in aerospace activities."

On the ramp outside the hangar is PB4Y-2 Privateer N6183D. In a glass case in the Yankee Air Force Room is a 1/48 scale model of the airplane built by Max Bell.

An accompanying display tells something of the full-sized aircraft's history. Built during World War II as Naval patrol bomber #59876, the plane belonged to the U.S. Coast Guard between 1950 and 1958. From 1958 until it crashed off Vancouver Island in 1975, it was used for spraying activities. The airplane arrived at Willow Run in 1986.

There are some beautiful photographs hanging on the right wall of YAF's restored C-47, *Yankee Doodle Dandy*, along with some prestigious awards the plane has won. Included is a plaque naming *Yankee Doodle Dandy* Best of Show in the Warbird Category at Prairie Aviation Museum's Fifth Annual Air Show, held July 23, 1989 at Bloomington-Normal, Illinois.

A very dramatic photograph shows *Yankee Doodle Dandy* on the ground with a British Airways Concorde in the air above it; and, in a glass-covered case, is an exciting color picture of the airplane that appeared in the December 1989 issue of *Air Classics*, a national aviation history magazine.

The first flyable aircraft restored by YAF, *Yankee Doodle Dandy*, was manufactured by Douglas Aircraft in Oklahoma City, Oklahoma, and was delivered to the United States Army Air Force on April 11, 1945. She was acquired by YAF in September 1982. ✪

DIVISION NEWS

Northeast Division Seeks New Home

"The Eastern Division (sic) of the Yankee Air Force...joined the homeless yesterday," began a story in the December 31 edition of the Newark, NJ *Star Ledger*. The NED was informed by the Essex County Improvement Authority in late November that they must vacate by December 31, because their building is scheduled for demolition. Affected were the division's museum and two aircraft, an L-2 Observation plane and the Huntington Percival Pembroke, a British twin-engine cargo and liaison aircraft. The museum contents were boxed up and transferred to the Atlantic Coast Division, along with the L-2 for temporary storage.

The NED is looking for another location which will be more receptive to having a museum. They are looking for some 1,500 - 2,000 square feet, and would prefer to have access to an airport. Unfortunately, their bargaining position is also hampered by a shaky financial picture. Their year-end report lists more obligations than funds. This is not the result of poor stewardship. The NED is the only YAF division that must pay monthly rent and tie-down costs.

In other NED news, it is announced that **Kay Mueller** has resigned as Membership Chairman. Kay has spent many hours since 1984 keeping the membership files current. She also served two years as head of Retail Sales, and served on the Dance and Elections Committees. A YAF "Thumbs Up" to Kay!

The tires have arrived for the Pembroke, but plans to install them are awaiting good weather and the determination of "Sir Percy's" new home. Also note that NED has a new mailing address: Yankee Air Force, Northeast Division, P.O. Box 1729, West Caldwell, NJ 07007.

MMD to Establish Scholarship Fund

At the recent passing of Mid-Michigan Division member **Lou Hook** , his obituary requested memorials be made to the Yankee Air Force or the Civil Air Patrol. The December *Wing-Tips* reported that a total of $160 had been received. The division intends to use the money to establish a scholarship fund in Lou's name to assist deserving CAP cadets with expenses at the annual CAP Summer Flight Encampment. An initial allocation of $400 was established for the fund. A selection committee will be created to interview prospective candidates and make final recommendations for the scholarship awards.

The initial awards will be made in the spring of 1990. Any reader wishing to contribute may send a check made payable to The Yankee Air Force, Mid-Michigan Division. The MMD address is P.O. Box 190018, Burton, MI 48591-0018, to the attention of **Sharon Wright.**

MMD has also established a committee to create a memorial plaque in honor of all deceased division members. The plaque will carry an individual nameplate for each deceased member, of which there are presently four: **Howard Warren, Nancy Pilon, Cleland Wilmore** and **Lou Hook.**

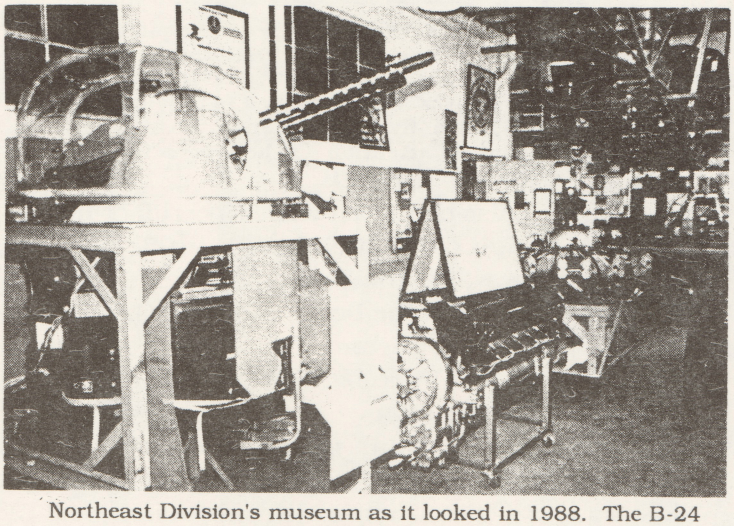
In the 1989 election **Dennis Garner** was elected Divisional Chairman. **Marvin Cook** has been appointed to complete the term of councilman **Richard Pilon**, who recently resigned.

In the sequel to the division's nomination as "Airman of the Year" of the flight crew of United Airlines Flight 232, members traveled to Chicago in December to present a plaque to them at the UAL terminal. Captain Haines received the award on behalf of the crew.

Wisconsin/Illinois Division

Good reports continue to flow from the WI/IL Division's August 1989 Fly-In. The most recent was published in the October issue of the *Midwest Flyer*. It contained as excellent article on the Fly-In, divisional activities, and a cover photo of *Yankee Doodle Dandy*.

The extra dog tag machine which the division had offered to repair and put into use has been transported to Janesville.



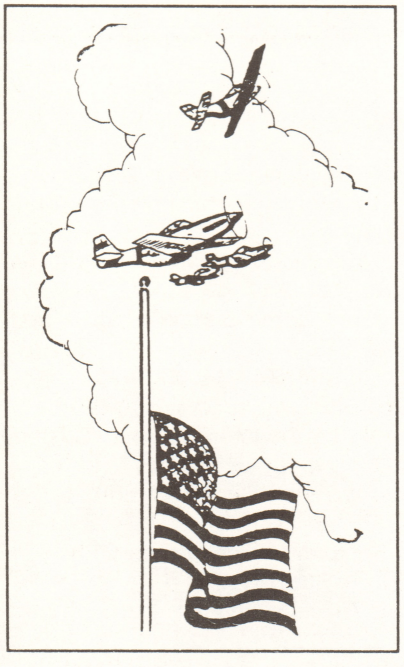
Northeast Division's museum as it looked in 1988. The B-24 upper turret with twin .50 caliber machine guns is in the foreground. Beyond it is an Allison in-line engine and a Wright-Cyclone radial. (NED Photo)

Saginaw Valley Division

The Saginaw Valley Division's L-2 restoration project has been proceeding quietly, and has reached the stage where re-assembly of the aircraft can begin when the weather improves. A date to note is the Division's 1990 Open House, scheduled for August 5, at Tri-City Airport. ✪

461st Bombardment Group (H) 1943-1945

will hold its next reunion at the Double Tree Hotel, Tucson, AZ October 3 to 7, 1990. Contact **Frank C. O'Bannon** P.O. Box 36600 Tucson AZ 85470 (602) 797-1439



In Memory.....

Fulton Taylor, M.D.
(YAF #2724WR)

Gerald O. Ford
(YAF #2113)

MEMBERSHIP REPORT

by Charlie Lingenfelter

Please welcome the following (19) new members to the Yankee Air Force:

Willow Run Division- 3450 Brian P. Ebbinghaus, 3452 J. Keith Parmentier, 3453 John D. Webster, 3454 John Van Andel, 3455 William M. Hogue, 3456 Bruce Druckenmiller, 3457 Helmut Ratzlaff, 3458 David J. Gurtowsky, 3459 Larry E. Alderink, 3460 William Plazibat, 3463 Mark Fogg, 3464 Gregory P. Werts, and 3465 Robert J. Mettetal.

Northeast Division - 3451 Robert Stoeber, 3467 D.H."Tip" Tyler and 3468 Joe Hutlak.

Mid-Michigan Division - 3462 Bradley N. Rager.

Saginaw Valley Division - 3466 Bob Elder.

Wisconsin/Illinois Division - 3461 Bruce Morgan.

Yankee Air Force Recruiter Award Procedure

Whereas the Yankee Air Force is desirous of increasing its membership to complete its projects and reach its goals, the following program is being initiated by the membership office:

1. Each member who brings in five (or more) new members will be given an award pin.
2. Each member vying for this recruiter award pin, must place his signature and YAF number on the new member application form on the line "Introduced by_____".
3. When a member has enlisted five new members into the YAF, he will inform the membership office, *with the names of the members enlisted.* Upon confirmation by the membership office, a recruiter pin will be awarded.
4. The Recruiter Pin will be presented at the next general membership meeting after the membership office confirms the award. If the recipient is not present at the meeting, the award will be mailed to his home address.
5. Members will be given credit for new member enlistments beginning 11-1-88.
6. This Recruiter Award Procedure will be published in Yankee Wings, distributed to all board members, chairmen and group leaders, and posted on bulletin boards throughout the hangar.
7. The membership committee will use reasonable judgement when a member's claim of recruitments is not properly documented on the application form. The ruling of the membership committee is final.

As a sincere YAF recruiter, a member vying for this award should follow-up by introducing these new members into active participation in one of our groups or activities. ✪

In this issue is a copy of the Yankee Air Force Recruiter Award procedure, developed by your membership committee. A very attractive 1inch diameter, *multicolor* lapel pin (or hat pin) will be awarded to members who qualify. The November-December issue of *The Yankee Wings* included a *New Member Application Form.* Use it, to begin your enlistment of 5 new members and be eligible for your "Recruiter Award Pin".

Free Oil Change & Lube if we can't beat your Best Deal!

JIM REDICK
YAF #0076

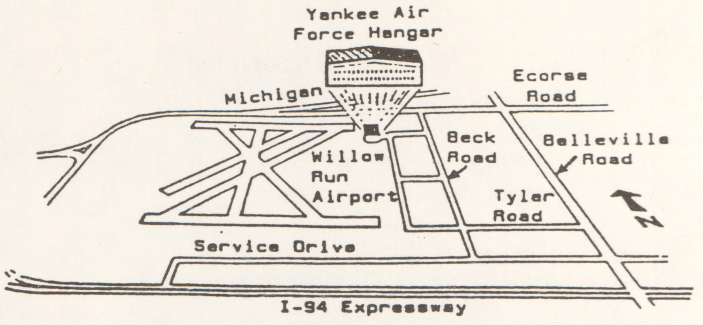
TOP VALUE MUFFLER SHOPS

25025 W. SIX MILE RD.
(1/2 Mile W. of Telegraph)
Redford, MI 48240
537-4220

Free Inspection - Immediate Installation
Lifetime Guarantee

YAF HEADQUARTERS - WILLOW RUN AIRPORT

Take I-94 to Belleville Road exit, North to Tyler Road, west to Beck Road, turn right and enter through second gate on your left. Or take I-275 to exit 20 - Ecorse Road. Take Ecorse Road west to Beck, proceed south to first gate on your right.



CALENDAR

MARCH 1990

1	- Wisconsin/Illinois Division General Membership (WI/IL)
7	- Headquarters Division General Membership (WR)
7	- Northeast Division Council - 7:00 (NE)
8	- B-17 Crew (WR)
10	- Security Committee - 10:00 (WR)
10	- Static Restoration Crews - 2:00 (WR)
13	- Saginaw Valley General Membership (SV)
13	- Membership Staff (WR)
14	- Mid-Michigan General Membership (MM)
20	- Saginaw Valley Division Council (SV)
20	- USAFM Speaker: LCol. Hambleton-"Bat 21"
21	- National Board of Governors (WR)
21	- Northeast Division General Membership - 7:00 (NE)
22	- Publication Staff (WR)
27	- Wisconsin/Illinois Division Council - 7:00 (WI/IL)
28	- Mid-Michigan Division Council (MM)

APRIL 1990

4	- Headquarters Division General Membership (WR)
4	- Northeast Division Council - 7:00 (NE)
5	- Wisconsin/Illinois Division General Membership (WI/IL)
10	- Saginaw Valley General Membership (SV)
10	- Membership Staff (WR)
11	- Mid-Michigan General Membership (MM)
12	- B-17 Crew (WR)
14	- Security Committee - 10:00 (WR)
14	- Static Restoration Crews - 2:00 (WR)
17	- Saginaw Valley Division Council (SV)
18	- National Board of Governors (WR)
18	- Northeast Division General Membership 7:00 (NE)
18	- USAFM Speaker: BGen. Robin Olds
19	- Publications Staff (WR)
24	- Wisconsin/Illinois Division Council 7:00 (WI/IL)
25	- Mid-Michigan Division Council (MM)

NOTES:

- All meetings begin at 7:30pm, unless otherwise noted.
- An entry marked with an asterisk (*) indicates more information may be found elsewhere in this issue.
- Any additions or corrections to the calendar should be submitted to Jim Hanford, Tel. (313) 562-3283, by the copy deadline shown on page 2.

YANKEE AIR FORCE
P.O.Box 599
Belleville, MI 48111-0599

Bulk Rate
Permit
No. 650
Ypsilanti, MI